
**Initial Study
for
US-395 Realignment
Right-of-Way Preservation**



Prepared for:

SANBAG
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Prepared by:

UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92646

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1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

The San Bernardino Associated Governments (SANBAG), in its capacity as the Lead Agency for this project, has determined the need for preparation of an Initial Study (IS) pursuant to provisions of the California Environmental Quality Act (CEQA) of 1970, *Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines)*, as amended. CEQA formally calls this document an Initial Study, and it is a critical component of the environmental review process. The IS provides decision-makers, other public agencies, private groups, and/or individuals with an objective assessment of whether significant environmental impacts may result from implementing the proposed project.

This IS analyzes the potential environmental impacts of right-of-way (ROW) preservation for the realignment of US-395 between I-15 in Hesperia and the intersection of Purple Sage Street/Torosa Road and US-395 just north of the City of Adelanto.

1.2 STATUTORY AUTHORITY AND RELATIONSHIP TO OTHER DOCUMENTS

This IS has been prepared in accordance with the requirements of CEQA, and the *State CEQA Guidelines*, codified in the California Code of Regulations (CCR), Title 14, Chapter 3, §15000 *et seq.*, for the purpose of analyzing the direct, indirect, and cumulative environmental effects associated with implementing the proposed project.

The *State CEQA Guidelines* in §15063(a) require that, “Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment.” If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze environmental impacts. However, if on the basis of the IS, the Lead Agency finds that the proposed project will not cause a significant effect on the environment, either as proposed or as modified to include the mitigation measures identified in the IS, a Negative Declaration or Mitigated Negative Declaration shall be prepared for that pending action.

Presented in this document are the results of the environmental analysis required under §15063 of the *State CEQA Guidelines*. As a result of the analysis provided in Section 3.2 of this IS, the Lead Agency (SANBAG) has determined that an EIR will be prepared for the proposed project.

Statutory Requirements

Section 15063(d) of the *State CEQA Guidelines* identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS includes the following:

- A description of the project, including the location of the project;
- An identification of the environmental setting;

- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found;
- A discussion of ways to mitigate any significant effects identified, if any;
- An examination of whether the project is compatible with existing zoning, plans and other applicable land use controls; and
- The name of the person or persons who prepared or participated in the preparation of the IS.

Relationship to Other Documents

Pursuant to *State CEQA Guidelines*, §15150, this IS incorporates by reference all or portions of other technical documents that are a matter of public-record. Those documents either relate to the proposed project or provide additional information concerning the environmental setting in which the project is proposed. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS. A list of technical documents used in preparation of this IS is provided in **Section 4.0** (References) of this IS.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

2.1.1 Location

The proposed project site is located within the western portion of an area known as the Victor Valley within the County of San Bernardino. The Victor Valley is comprised of the Town of Apple Valley; the cities of Adelanto, Hesperia, and Victorville; and the surrounding unincorporated communities, including Oak Hills, Phelan, and Pinion Hills. The proposed realignment alternative for US-395 would be located to the west of its existing alignment, and traverse the cities of Adelanto, Hesperia, and Victorville; and the unincorporated community of Oak Hills. A map of the region is included as **Figure 2-1** (Regional Vicinity Map). None of the proposed realignment alternatives would traverse areas within the Town of Apple Valley. The local vicinity of the proposed project is shown on **Figure 2-2** (Local Vicinity Map). As shown on this figure, the proposed future realignment of US-395 would occur between I-15 in southern Hesperia and the intersection of Purple Sage Street and US-395 just north of the City of Adelanto. In addition, the proposed project includes the identification of the westerly extension of the High Desert Corridor (HDC) from its current western terminus near Bellflower Street (one mile west of the existing US-395 alignment) to the realignment alternative for US-395 within the City of Adelanto. As shown on the Local Vicinity Map, the three US-395 project alternatives are named Alternative F, Alternative G, and Alternative H. Each alternative has two possible interchange locations with the I-15 in Hesperia.

2.1.2 Assessor Parcel Information

The three proposed project alignments pass through approximately 720 different parcels. To obtain information on the different parcels please go to SANBAG's webpage at: <http://maps.sanbag.ca.gov/website/395viewer> and search by parcel number.

2.2 PROJECT OBJECTIVES

The objectives of the proposed project are:

- To provide local governments with a locally preferred alignment and an EIR, which can be used to amend their general plans for the purpose of preserving a right-of-way corridor for the future realignment of US-395;
- To identify the future westerly extension of the High Desert Corridor between its currently proposed western terminus near Bellflower Street and the realignment alternative for US-395 which can be used by the City of Adelanto to amend its general plan thereby preserving a viable right-of-way corridor for this portion of the High Desert Corridor;

2.3 PROJECT CHARACTERISTICS

The proposed project is intended to provide the cities of Adelanto, Hesperia, and Victorville, and the County of San Bernardino with a locally preferred alignment that can be used to preserve right-of-way within their respective general plans. The proposed project would not result in any construction activities.

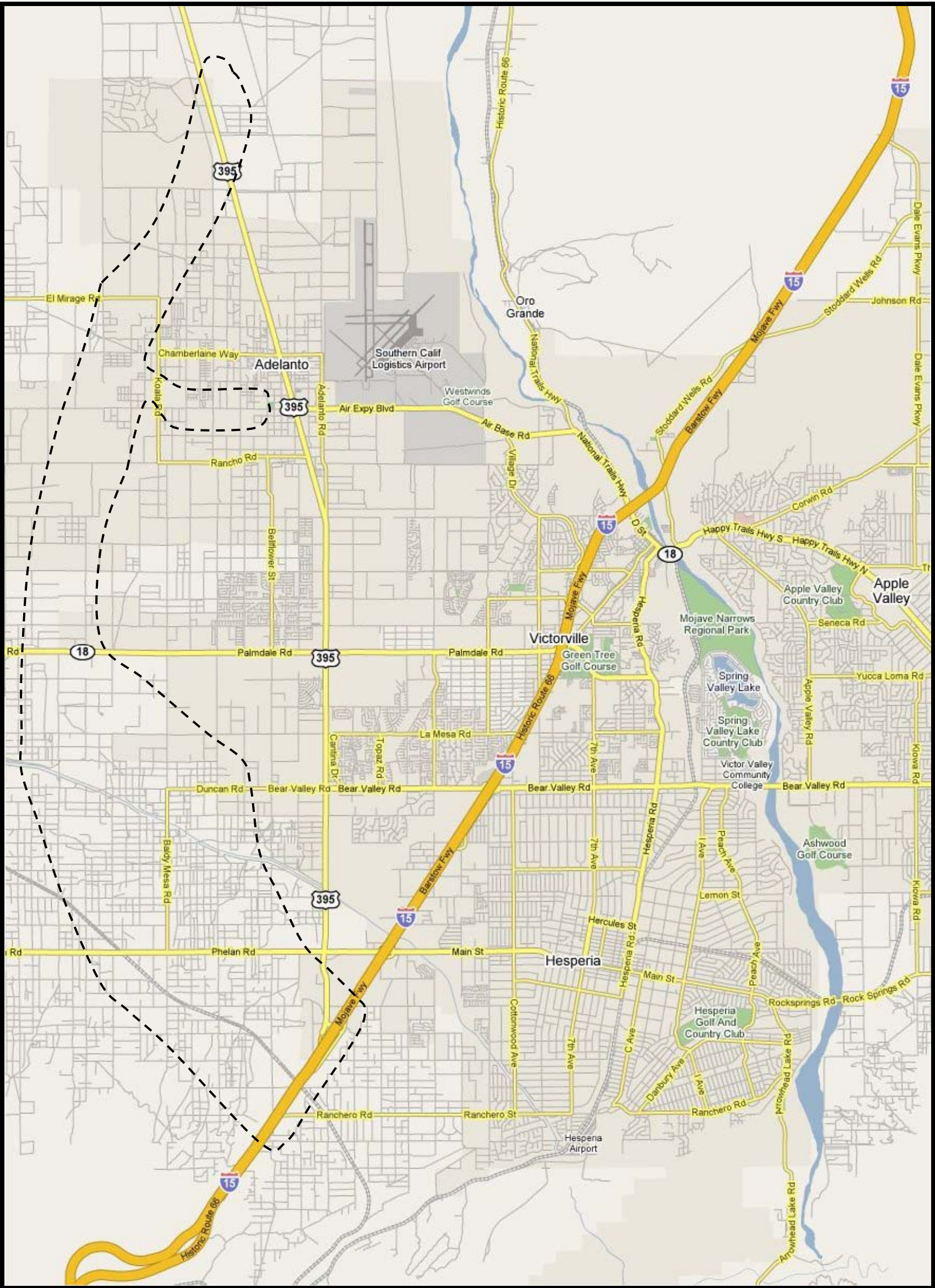
Figure 2-3 (Proposed Alternatives F, G, and H Alignments and the Westerly Extension of the High Desert Corridor) depicts three alternative alignments named Alternative F, Alternative G, and Alternative H, which comprise the proposed project. Each alternative alignment has two possible interchange locations at I-15 in southern Hesperia, including the existing interchange with US-395 and the proposed Ranchero Road interchange. The proposed project is intended to identify right-of-way for a preferred realignment route for US-395 between I-15 (Postmile (PM) 0.0) and Purple Sage Street (PM 21.6). The proposed project also includes the identification of the westerly extension for the HDC between its currently proposed western terminus near Bellflower Street and the realignment alternative for US-395. Each of the three alternative alignments, and the westerly extension of the HDC, is described below.

Short Summary of Project History

Caltrans District 8 prepared a Project Study Report/Project Development Support (PSR/PDS) that was completed on July 5, 2001. The subject of the PSR/PDS is the upgrade of US-395 from a 2/4-lane conventional highway to a freeway/expressway from I-15 to north of SR-58 at Farmington Road. The PSR/PDS identified one alignment north of Purple Sage Street to Farmington Road. From I-15 to just north of Purple Sage Street the PSR/PDS identified five alternative routes, and referred to them as Alternatives A through E. However, subsequent development along this southern portion of the Caltrans project (between I-15 and Purple Sage Street) appears to have rendered the five alignments described in the PSR/PDS problematic.



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Source: Mapquest, 2006

Project Study Area - - - - -

Figure 2-2
Local Vicinity Map

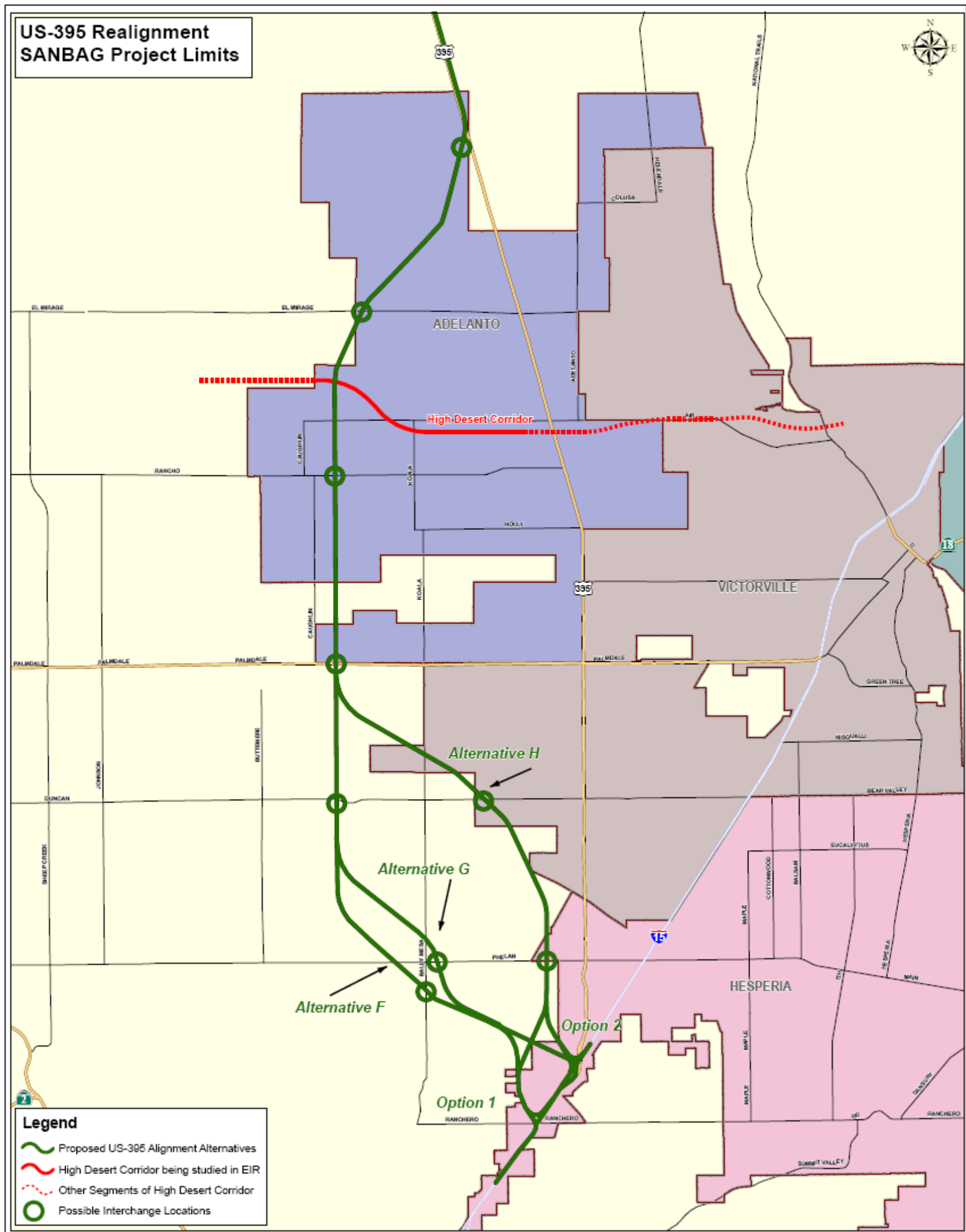


Figure 2-3
US 395 Realignment Alternatives

Beginning in late 2005, as a response to the extensive growth in the Victor Valley, SANBAG, Caltrans, the cities of Adelanto, Hesperia, and Victorville, and the County of San Bernardino identified three additional alternative alignments between I-15 and Purple Sage Street. In this Program EIR, SANBAG is studying the three additional alternative alignments for purposes of right-of-way preservation. Concurrently, Caltrans is a project level EIR/EIS, which, when approved, will allow for the construction of a new US-395 freeway/expressway between I-15 and Farmington Road. Completion of the Caltrans EIR/EIS will be several years after the completion of this EIR. At this time the assumption is that the segment between I-15 and Palmdale Road (SR-18) would be a 6-lane freeway, and the segment between Palmdale Road (SR-18) and Purple Sage Street would be a 4-lane freeway. North of Adelanto, US-395 would be a 4-lane expressway. Ultimately, the cross section of the proposed realignment of US-395 will be determined in the Caltrans EIR/EIS after a thorough analysis of environmental impacts, community impacts, traffic demand and funding has been conducted. For purposes of this EIR, the project is defined not by the number of lanes but by a right-of-way width of up to 360 feet, or up to 180 feet on each side of centerline. Additional right-of-way will be required at interchange locations. Reference to the number of lanes is intended to be consistent with the lane definitions in the 2001 PSR/PDS and other documents to be prepared for the Caltrans EIR/EIS. Probable locations of interchanges are shown on Figure 2-3. Other interchange locations are possible, as discussed in subsequent sections, but final proposed locations will be identified as part of the EIR. Not all of the possible interchange locations can be built, due to freeway spacing criteria.

Each of the three project alternatives is described in terms of the following two segments:

Segment 1: Purple Sage Street to Palmdale Road; and

Segment 2: Palmdale Road to I-15 Freeway

The segment from Purple Sage Street to Palmdale Road is the same for all three alternatives, thus it is only fully described for Alternative F.

2.3.1 Alternative F

Segment 1: Purple Sage Street to Palmdale Road

The northern terminus of the proposed project is the intersection of Purple Sage Street and existing US-395 (PM 21.6). This segment would proceed in a southwest direction from PM 21.6 for a distance of approximately 7 miles, and then proceed in a southern direction to its intersection with Palmdale Road (PM 11.2). The Purple Sage Street to Palmdale Road segment would be a 4-lane freeway. Interchanges could potentially be located at the following cross streets, depending on forecast traffic volumes: Palmdale Road, Mojave Drive, Rancho Road, HDC, El Mirage Road, Colusa Road, and Desert Flower Road. Purple Sage Street is located just north of Desert Flower Road and no interchange would be located there.

Segment 2: Palmdale Road to I-15 Freeway

Alternative F would continue in a southern direction from Palmdale Road until just north of the Union Pacific (UP) Railroad tracks. At this point the segment would turn to the southeast

paralleling the UP tracks until it crosses the Los Angeles Bureau of Power & Light Utility Corridor Road. At this point Alternative F has two options for connecting to the I-15 Freeway. Option F1 would turn to the south to an interchange with I-15 near Rancho Road. Option F2 would continue in a southeast direction to an interchange with I-15 at the existing I-15/US-395 interchange location. Local street interchanges could potentially be located at the following cross streets, depending on forecast traffic volumes: Palmdale Road, Bear Valley Road, Jarre Terrace Road, Baldy Mesa Road, and Phelan Road.

2.3.2 Alternative G

Segment 1: Purple Sage Street to Palmdale Road

Please refer to Alternative F Segment 1 for a description of this segment of the proposed alignment.

Segment 2: Palmdale Road to I-15 Freeway

Alternative G would continue in a southern direction from Palmdale Road until a point midway between the California Aqueduct and the UP Railroad tracks (approximately Goss Road). At this point the alignment would turn to the southeast until a point just north of Phelan Road where it would turn slightly in a more southern direction until it reaches the north side of the UP Railroad tracks. Here the alignment turns back to the southeast and crosses the Los Angeles Bureau of Power & Light Utility Corridor Road. At this point Alternative G has two options for connecting to the I-15 Freeway. Option G1 would turn to the south to an interchange with I-15 near Rancho Road. Option G2 would continue in a southeast direction to an interchange with I-15 at the existing I-15/US-395 interchange location. Local street interchanges could potentially be located at the following cross streets: Palmdale Road, Bear Valley Road, and Phelan Road.

2.3.3 Alternative H

Segment 1: Purple Sage Street to Palmdale Road

Please refer to Alternative F Segment 1 for a description of this segment of the proposed alignment.

Segment 2: Palmdale Road to I-15 Freeway

Alternative H would continue in a southern direction from Palmdale Road for a very short distance and then the alignment would turn to the southeast until a point just south of Bear Valley Road where it would turn slightly in a more southern direction until it reaches and crosses the Los Angeles Bureau of Power & Light Utility Corridor Road. The alignment would continue in a southern direction until just north of Muscatel Street. At this point Alternative H has two options for connecting to the I-15 Freeway. Option H1 would turn to the southwest to an interchange with I-15 near Rancho Road. Option H2 would continue in a southeast direction to an interchange with I-15 at the existing I-15/US-395 interchange location. Local street interchanges could potentially be located at the following cross streets: Palmdale Road, Bear Valley Road, and Phelan Road.

2.3.4 High Desert Corridor Westerly Extension

The currently proposed western terminus of the HDC is near Bellflower Street (one mile west of the current US-395 alignment). The proposed project is identifying the alignment for the HDC between its currently proposed western terminus and the proposed alternative alignment for US-395. This segment of the HDC is entirely within the City of Adelanto. This westerly extension of the HDC would continue in a western direction until a point just west of the SCPPA utility corridor. At this point the alignment would turn slightly to the northwest until it intersects with the proposed US-395 alignment midway between the Rancho Road and El Mirage Road interchanges.

2.4 INTENDED USES OF THE PROGRAM EIR

2.4.1 Agencies and Local Jurisdictions Expected to Utilize the Program EIR

The following agencies and local jurisdictions are expected to utilize the Program EIR:

- SANBAG (San Bernardino Associated Governments)
- City of Adelanto
- City of Hesperia
- City of Victorville
- County of San Bernardino

2.4.2 Discretionary Actions Requested and Permits Required

There are two discretionary actions required for the proposed project and no permits are necessary.

1. Selection of the locally preferred alignment for purposes of right-of-way preservation in local jurisdiction general plans, and
2. Certification of the Final Program EIR.

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 SUMMARY AND DETERMINATION

1. Project Title:

US-395 Realignment Right-of-Way Preservation

2. Lead Agency Name and Address:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

3. Contact Person and Phone Number:

Steve Smith
San Bernardino Associated Governments
Principal Transportation Analyst
(909) 884-8276

4. Project Location:

A complete description of the proposed project location is provided in Section 2.2.1.

5. Project Sponsor's Name and Address:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
Contact: Steve Smith, Principal Transportation Analyst

6. General Plan Designation:

There are various land use designations throughout the project area.

7. Zoning:

There are multiple zoning designations throughout the project area.

8. **Description of Project:** *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheet(s), if necessary.)*

Please see Section 2.3 in Chapter 2 of this document.

9. **Surrounding Land Uses and Setting:** *(Briefly describe the project's surroundings.)*

The proposed project area is situated in the Victor Valley area of San Bernardino County. The proposed project traverses the cities of Adelanto, Hesperia, and Victorville, and the unincorporated community of Oak Hills. These jurisdictions have multiple land uses along the proposed alignment corridor, including commercial, residential, industrial, and open space.

10. **Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.)**

- City of Adelanto
- City of Hesperia
- City of Victorville
- County of San Bernardino

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<u>X</u>	Aesthetics	<u>X</u>	Agriculture Resources	<u>X</u>	Air Quality
<u>X</u>	Biological Resources	<u>X</u>	Cultural Resources	<u>X</u>	Geology / Soils
<u>X</u>	Hazards & Hazardous Materials	<u>X</u>	Hydrology / Water Quality	<u>X</u>	Land Use / Planning
<u>X</u>	Mineral Resources	<u>X</u>	Noise	<u>X</u>	Population / Housing
<u>X</u>	Public Services	<u>X</u>	Recreation	<u>X</u>	Transportation / Traffic
<u>X</u>	Utilities / Service Systems	<u>X</u>	Mandatory Findings of Significance		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Steve Smith
Principal Transportation Analyst
SANBAG

Date

3.2 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>I. AESTHETICS</u> - Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Aesthetics Discussion

I. a - d) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the aesthetic issues discussed above. An aesthetics analysis will be prepared for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the three aesthetic issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Agricultural Resources Discussion

II.a - c) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the agricultural resource issues discussed above. As part of the general biological survey that will be prepared for the project area each of the three agricultural resource issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Air Quality Discussion

III.a - e) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the air quality issues discussed above. An air quality analysis will be prepared for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the five air quality issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Biological Resources Discussion

IV.a - f) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the biological issues discussed above. A general biological survey of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the six biological resource issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>V. CULTURAL RESOURCES</u> - Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural Resources Discussion

V.a - d) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the cultural resource issues discussed above. A general cultural resources survey of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the four cultural resource issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>VI. GEOLOGY AND SOILS</u> - Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Geology and Soils Discussion

VI.a - d) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the geology and soils issues discussed above. A preliminary geological survey of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the four geology and soils issues raised above will be addressed in the Program EIR.

VI.e) No Impact. The proposed project would not use septic tanks or alternative wastewater disposal systems. No additional study of this issue will be necessary in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>VII. HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private air strip, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Hazards and Hazardous Materials

VII. a - h) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the hazards and hazardous material issues discussed above. A preliminary hazards and hazardous material assessment of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the eight hazards and hazardous material issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>VIII. HYDROLOGY AND WATER QUALITY</u> - Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hydrology and Water Quality Discussion

VIII. a - b) No Impact. The proposed project would not discharge way waste that would violate any water quality standards. Therefore, issues a and b will not be addressed in the Program EIR.

VIII. c – f and h) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact existing drainage pattern issues discussed above in items c through f. A preliminary hydrology and water quality assessment of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of

theses hydrology and water quality issues raised above will be addressed in the Program EIR.

VIII. g, i, and j) No Impact. The proposed project would not place housing within a 100-year floodplain, it would not affect any levee or dam, and it is not located in an area that would be subject to seiches, tsunamis, or mudflows. Therefore, issues g, i, and j will not be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>IX. LAND USE AND PLANNING</u> – Would the project:				
a. Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Land Use and Planning Discussion

IX. a - c) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the land use and planning issues discussed above. A land use and planning assessment of the project area will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the three land use and planning issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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X. MINERAL RESOURCES - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Mineral Resources Discussion

- X. a - b) No Impact.** Implementation of the proposed project would not affect mineral resources because no mineral resource recovery sites are located within the project area. Therefore, this issue will not be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XI. NOISE</u> - Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private air strip would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise Discussion

XI. a - e) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the noise issues discussed above. A noise assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the five noise issues raised above will be addressed in the Program EIR.

XI. f) No Impact. The project area is not within the vicinity of a private airstrip and will not expose people residing or working in the project area to excessive noise levels. Thus, no significant impacts associated with private airstrips would result from the proposed project, and no additional study of this issue will occur in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XII. POPULATION AND HOUSING</u> - Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Population and Housing Discussion

XII. a) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the population and housing issues discussed above. A population and housing assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the three population and housing issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XIII. PUBLIC SERVICES</u>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Public Services Discussion

XIII. a) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the public service issues discussed above. A public services assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the five public service issues raised above will be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XIV. RECREATION</u>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Recreation Discussion

XIV. a) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to existing neighborhood and regional parks or other recreational facilities. A recreation assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. The recreation issue raised above will be addressed in the Program EIR.

XIV. b) No Impact. The proposed project will not construct or expand any recreational facilities. Therefore, this issue is not addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XV. TRANSPORTATION/TRAFFIC</u> - Would the project:				
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Transportation/Traffic Discussion

XV. a - e) Potentially Significant Impact. Implementation of the proposed project could potentially result in an adverse impact to each of the transportation and traffic issues discussed above. A transportation and traffic assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. Each of the five transportation and traffic issues raised above will be addressed in the Program EIR.

XV. f - g) No Impact. Adoption of the proposed project will not result in inadequate parking capacity nor will it conflict with policies supporting alternative modes of transportation. No parking space will be affected as a result of this project. Therefore these two transportation and traffic issues will not be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XVI. UTILITIES AND SERVICE SYSTEMS</u> - Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Utilities and Service Systems

XVI.a, b and e) No Impact. Implementation of the proposed project will not generate any wastewater. Therefore, this issue will not be addressed in the Program EIR.

XVI. c) Potentially Significant Impact. Implementation of the proposed project would construct new storm water drainage facilities that could potentially result in an adverse impact. A storm water drainage assessment will be conducted for the proposed project to ascertain impacts and identify mitigation measures, if appropriate. This issue will be addressed in the Program EIR.

XVI.d, e and g) No Impact. Implementation of the proposed project will not consume any water nor will it generate solid waste. Therefore, these issues will not be addressed in the Program EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</u>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings of Significance Discussion

XVII. a) Potentially Significant Impact. Adoption of the proposed project could have the potential to degrade the quality of the environment. As discussed in Section IV. (Biological Resources), above, the project area is not urbanized and may provide habitat for special-status species. Also, as discussed in Section V. (Cultural Resources), above, because the project area is presently undeveloped, the possibility exists for archaeological resources, paleontological resources, or human remains to be uncovered during excavation and grading activities. The proposed project would thus result in potentially significant impacts. These topics will be studied further in the Program EIR.

XVII. b) Potentially Significant Impact. The project could contribute to a cumulatively considerable impact. The proposed project may have impacts that when viewed in connection with other projects, may be cumulatively considerable. The proposed project would potentially have numerous environmental effects including inducing population growth, increasing public service demands thereby increasing traffic levels on the local street system. In addition to the proposed project, new development is planned for the areas surrounding the project area. These topics require more detailed study before any conclusions can be made as to whether the cumulative impacts would be less than significant with the implementation of recommended mitigation measures. This will be further addressed in the Program EIR.

XVII. c) Potentially Significant Impact. The proposed project would potentially have numerous environmental effects that would cause substantial adverse effects on human beings, including adverse impacts to aesthetics, impacts to air quality, geotechnical risks, and noise impacts from construction and mobile sources. With the incorporation of mitigation measures, substantial adverse effects may be reduced to acceptable levels.

However, these topics require more detailed study before any conclusions can be made. These issues will be further addressed in the Program EIR.

4.0 REFERENCES

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- Caltrans District 8. *Project Study Report / Project Development Report on US-395 From I-15 to 0.8 km South of Farmington Road in San Bernardino County*. July 5, 2001.
- City of Victorville, *Southern California International Airport, Comprehensive Land Use Plan*, adopted April 1996, revised July 1999.
- City of Victorville Planning Commission, City of Victorville General Plan, 1997.
- County of San Bernardino Land Use Service Department, County of San Bernardino General Plan, June 1989, updated 2002.
- Federal Emergency Management Agency, FEMA Flood Insurance Rate Map, March 1996.
- U.S. Bureau of Land Management (BLM), the County of San Bernardino, and the City of Barstow. *West Mohave Plan*. May 2003.

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5.0 INITIAL STUDY PREPARERS AND CONTRIBUTORS

Lead Agency

**San Bernardino Associated
Governments (SANBAG)**
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
(909) 798-7555

Steve Smith, Principal Transportation Analyst
Ryan Graham, Transportation Planning Specialist

Environmental Consultant

UltraSystems Environmental
100 Pacifica, Suite 250
Irvine, CA 92618
(949) 788-4900

Gene Anderson, Director of Environmental Services
Alex Amponsah, Associate Planner